2013 TRANSPORTATION UNIFIED PLANNING WORK PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

This document was prepared in part by a grant from the US DOT.

METROPOLITAN COUNCIL

October 2012

Publication No. 35-12-036

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Publication No. 35-12-036

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ACRONYMS

3-C - Continuing, Comprehensive, Cooperative
AA – Alternatives Analysis
ADA – Americans with Disabilities Act
AMPO – Association of Metropolitan Planning Organizations
APP – Aviation Policy Plan
ATM – Active Traffic Management
ATP – Area Transportation Partnership
BRT – Bus Rapid Transit
CAA – Clean Air Act
CAM – Clean Air Minnesota
CIP – Capital Improvement Plan
CMP – Congestion Management Process
CPG – Consolidated Planning Grant
CSAH – County State Aid Highway
CTIB – Counties Transit Improvement Board
CTS – Center for Transportation Studies
DBE – Disadvantaged Business Enterprise
EA – Environmental Assessment
EAW – Environmental Assessment Worksheet
EIS – Environmental Impact Statement
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
HOT – High Occupancy Toll
HOV – High Occupancy Vehicle
ISTEA – Intermodal Surface Transportation Efficiency Act
ITS – Intelligent Transportation System
JARC – Job Access Reverse Commute
LRT – Light Rail Transit
LTCP – Long-term Comprehensive Plan
MAC – Metropolitan Airports Commission
MHSIS – Metropolitan Highway System Investment Study
MnDOT – Minnesota Department of Transportation
MNIAQTPC – Minnesota Interagency Air Quality and Transportation Planning Committee
MPCA – Minnesota Pollution Control Agency
MPO – Metropolitan Planning Organization
MTS – Metropolitan Transportation Services
NEPA – National Environmental Policy Act
NHS – National Highway System
RTMC – Regional Traffic Management Center
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SIP – State Implementation Plan
STIP – State Transportation Improvement Plan
STP – Surface Transportation Program
TAAC – Transportation Accessibility Advisory Committee
TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TBI – Travel Behavior Inventory
TH – Trunk Highway
TIP – Transportation Improvement Plan
TOD – Transit Oriented Development
UPWP – Unified Planning Work Program

I. INTRODUCTION TO THE UNIFIED PLANNING WORK PROGRAM

A. Introduction

The Unified Planning Work Program (UPWP) is a description and documentation of proposed transportation and transportation-related planning activities in the Metropolitan Area for 2012. The Metropolitan Area covers the seven metro area counties (see map on next page).

The participants in the UPWP include four agencies: the Metropolitan Council, the Minnesota Department of Transportation (MnDOT), Minnesota Pollution Control Agency (MPCA), and the Metropolitan Airports Commission (MAC). (See Appendix C for roles and responsibilities of the participants.) Since the 2013 UPWP also serves as the Metropolitan Council's application for US DOT transportation planning funds, the projects with Metropolitan Council participation are detailed with staff hours and consultant costs to detail how $3.6 million of federal planning money will be spent, along with 20 percent local match. The activities of the other agencies are shown in narrative form only.

Many of the tasks are required by state or federal law, and are ongoing, including the TAC/TAB committee process and corridor studies, or repeat on an annual or biennial cycle, such as the preparation of the TIP and the regional solicitation. The Council's Transportation Policy Plan was updated at the end of 2010 and MnDOT's Transportation System Plan was updated in 2009. Many of the activities in 2013 will focus on implementation of the studies identified in Chapter 12 of the TPP.

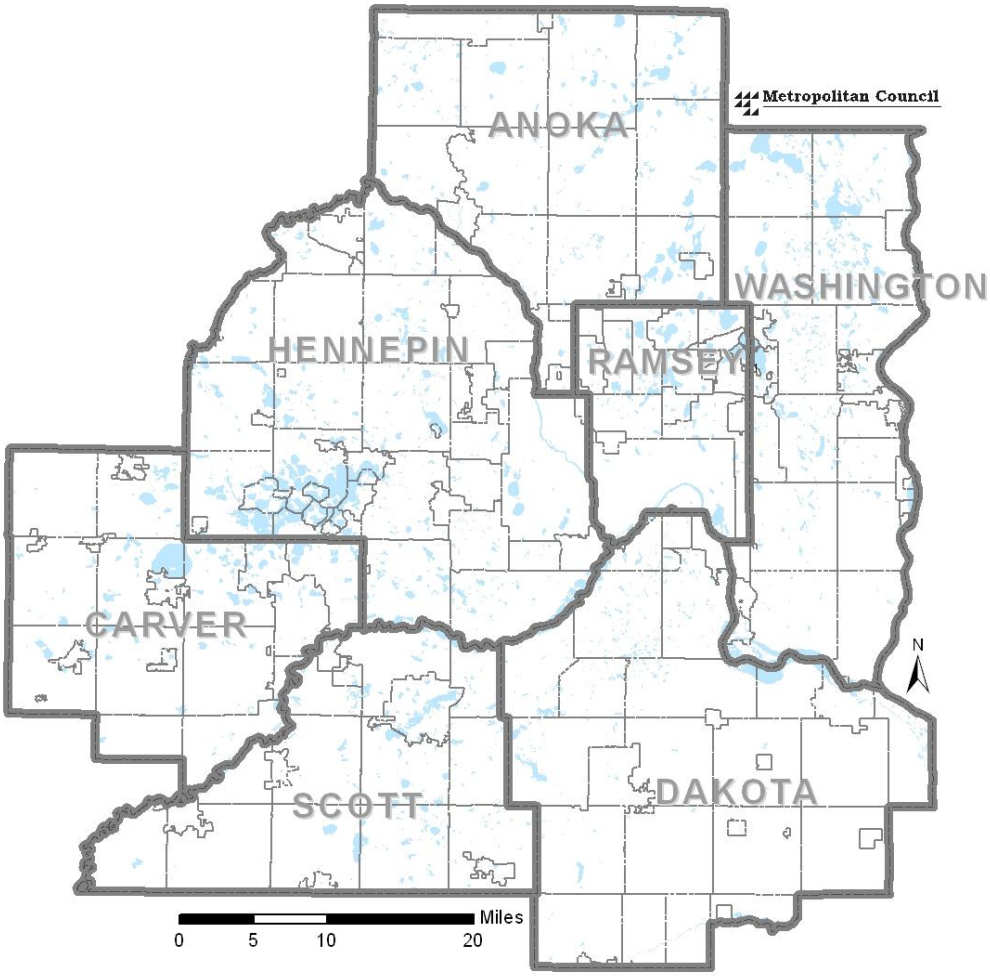
Several studies that were begun in 2012 or earlier will continue into 2013. These include:

- Regional Bicycle System Master Study
- Evaluation of Regional Solicitation Criteria
- Highway Transitway Corridor Study
- Travel Behavior Inventory (TBI) Analysis
- Transit Service Performance Evaluation (completed annually)
- Transit Service Implementation Plan

Other efforts in 2013 include implementing the latest federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21) and updating the Regional Development Framework into Thrive MSP 2040. Other major activities include corridor/AA/DEIS studies. The UPWP projects have been reviewed for consistency with the existing Transportation Policy Plan/Aviation Policy Plan.

The Metropolitan Council is committed to a pro-active, effective public participation process, and will use a variety of internal and external strategies including newsletters, telephone comment lines, e-mail, website, on-line forum, media relations, community meetings, public hearings, and public information campaigns, in carrying out all of the work program activities. An updated public participation process was adopted in 2007.

Metropolitan Council 7-County Urbanized Boundary



B. Organization of the UPWP

The individual work activities and projects are divided into six major activities. The six activities are:

Transportation Planning Process
TIP Development and Management
Comprehensive and Surface Transportation Planning
Research and Travel Forecasting
Operations and Management
Aviation Transportation Planning

A comparison of the federal planning factors that apply to each element of the Unified Planning Work Program is located in Appendix D.

C. Related Studies

In some years there are transportation studies underway in the region that are not included in the UPWP since the federally funded transportation staff of the planning agencies are not involved to a significant level. No major transportation studies are expected to be conducted in 2013 that are not mentioned in this UPWP.

D. Explanation of Fund Allocation, Indirect Costs and Local Contributions

1. Allocation of Federal Funds:

Since 2002 the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds have come to the Metropolitan Council in the form of a “Consolidated Planning Grant” (CPG) which recognizes the intermodal nature of urban transportation and allows flexibility in planning for issues that frequently result in multimodal solutions. These CPG funds are not used for aviation planning, which is conducted almost entirely with local (nonfederal) dollars except for periodic special studies funded by Federal Aviation Administration (FAA) grants.

2. Statement of Metropolitan Council Regarding Audits as required by OMB Circular A-128. U.S. DOT requires that the following statements be included in the UPWP.

"Arrangements have been made for the required financial and compliance audit and the audit will be made within the prescribed audit reporting cycle. Failure to furnish an acceptable audit as determined by the cognizant federal audit agency may be a basis for denial and/or refunding of federal funds." (FHPM Vol. 1, Chap. 9, Sec. 1, Subsec. 1, #6)

3. Metropolitan Council Cost Allocation Plan:

Indirect costs budgeted in the Unified Planning Work Program for the Metropolitan Council activities were developed in accordance with the Metropolitan Council's cost allocation plan. The cost allocation plan is in accordance with the provision of OMB Circular A-87, "Cost Principles for State and Local Government". The Metropolitan Council's cognizant agency is the U.S. Department of Transportation, Federal Transit Administration. The Metropolitan Council annually submits a cost allocation plan.

4. Local Contributions:

The local costs shown with the activity descriptions in the following sections refer to contributions of regional and state agencies to match the federal CPG grant. The UPWP budget does not include the dollar contributions made by counties, cities and other agencies that regularly participate in the 3-C process through the TAB and TAC advisory committees. Staff, elected officials and citizen members of the TAB and TAC committees number more than 150 persons, most of whom meet monthly in regular committee working sessions. Such representatives put in additional hours dealing with written material prepared for their review and response. It is impossible to accurately calculate the tens of thousands of dollars value thus contributed to state and federal project planning for the region. The participation of such persons has been freely given by their respective employers as their contribution to local-regional cooperation. Because these local contributions of time and consultation help to advance federal and state funded highway and transit projects, it is appropriate to acknowledge this further contribution to the 3-C process for the region.

II. 2013 WORK ACTIVITIES

A. TRANSPORTATION PLANNING PROCESS

TASK A-1 PLANNING PROGRAM SUPPORT AND ADMINISTRATION

PURPOSE: To provide the planning and administrative support to the metropolitan transportation planning process of the Council, MnDOT, and others pursuant to state and federal statutes and regulations. The process is required to certify the region for continued federal transportation funding.

APPROACH: The transportation planning process provides a forum for regional decision making and produces plans and programs for all transportation modes. Process participants are the Metropolitan Council, the Minnesota Pollution Control Agency (MPCA), and the Minnesota Department of Transportation (MnDOT), the Metropolitan Airports Commission (MAC), local units of government, transit providers and private citizens. The Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) are the main forums where the various transportation agencies and interests participate in regional transportation discussions, as well as transportation plan preparation and implementation. The Transportation Advisory Board meets monthly on the 3rd Wednesday at 1:30 p.m. and TAC on the first Wednesday at 9:00 a.m. Meeting dates and times are subject to change. For specific information of the TAB, TAC, or Transportation Committee meetings, go to councilmeetings.metc.state.mn.us.

Agency staffs are in daily contact on issues, proposed actions by their own agencies, and on upcoming agendas. Key facilitators for coordination are the TAC subcommittee chairs who carry out formal and informal coordination. Details as to roles and responsibilities will be further spelled out in the MPO Planning Handbook which will replace the Prospectus. The responsibilities of the transportation coordinator, who staffs the Transportation Advisory Board (TAB), are part of this activity. The coordinator advises the TAB chair on the Board's agenda and follows through on Board decisions, prepares background materials, and monitors the transportation planning process. Functional classification changes will continue to be submitted to MnDOT through TAC Planning.

The Metropolitan Council provides staff support and technical input to all TAB and TAC committees and other special technical advisory committees and task forces. Staff provides necessary assistance to the transportation coordinator. Other products prepared by the Metropolitan Council and MnDOT under this activity include state and federally mandated reports such as project approvals and quarterly progress reports. The 2010 Census showed the Twin Cities urbanized area was expanded into Wright and Sherburne Counties. In 2013 the Council will continue to work to integrate transportation planning for this area into the Twin Cities MPO.

Council staff will prepare the 2014 UPWP in cooperation with MnDOT, MPCA, and MAC. Staff will attend the quarterly statewide MPO Directors meetings and the annual MPO Conference.

RELATIONSHIP TO PREVIOUS WORK: Ongoing: In 2012 agency staff participated in meetings of TAC, TAB and their subcommittees as noted above. The US DOT conducted a certification review of the 3-C planning process for the region in 2012 and recommendations will be implemented. The MPO Transportation Planning and Programming Guide was adopted in early 2012 and recommendations will be implemented in 2013.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT is involved in the planning process as an ongoing participant. MnDOT staff provides technical input, serves as committee members on several TAB and TAC committees, and is in frequent contact with Council staff regarding many

issues. MnDOT plays a major role in administering and managing the federal planning funds that finance a majority of the planning work done by the Council. MnDOT staff also provides guidance to ensure that federal planning requirements are met. The MPCA staff participates in the ongoing interagency coordination activities to administer the Clean Air Act and SAFETEA-LU by participating in the review of the TPP, TIP and the UPWP; participating in the work of the TAB and TAC; serves as committee members on TAB and TAC committees; by providing needed technical assistance; and categorizing projects for air quality conformity purposes.

PRODUCTS	COMPLETION DATES
Committee Agendas, Minutes, Reports	Ongoing
TAC and TAB Progress Reports	Monthly
Submittal of Functional Classification Changes	Ongoing
Close-out 2012 Consolidated Planning Grant	April
Annual Update of Title VI and DBE Goals	July
2014 Unified Planning Work Program	October
UPWP Progress Reports to MnDOT	Quarterly

TASK A-2 RESPOND REVISIONS IN FEDERAL TRANSPORTATION LAW

PURPOSE: Respond to revised funding levels and policy direction in the map-21 federal transportation law concerning funding eligibility and roles and responsibilities of MPOs, which MAY affect how MnDOT, the Council, and TAC/TAB function in the future.

APPROACH: Council staff will work with MnDOT, TAC/TAB and the Council to interpret the changes IN Map-21. Various changes may need to be made in Council/TAB Policies and Procedures. The next TPP, TIP, and Regional Solicitation may have to change in response to the new law.

RELATIONSHIP TO PREVIOUS WORK: Council staff worked with MnDOT, federal agencies, and organizations such as AMPO in the second half of 2012 to analyze changes in MAP-21, adopted in July 2012.

PRODUCTS	COMPLETION DATES
Revise Policies/Procedures	Ongoing

TASK A-3 TRANSPORTATION FINANCE

PURPOSE: To research and implement funding options to implement the Transportation Policy Plan to provide financial oversight for transportation planning activities.

APPROACH: Constraints placed on the TPP and the TIP are more demanding on the planning process than ever. Council transportation staff will undertake programming and budgeting activities, as well as activities necessary to obtain additional funding sources as needed for implementation of the 2030 TPP adopted in 2010.

RELATIONSHIP TO PREVIOUS WORK: The Council prepares an operating budget and 6-year transit CIP annually. Council staff also has been working with MnDOT on studying and planning for alternative roadway financing such as HOT lanes and congestion pricing for many years. Council staff and MnDOT worked with the Governor appointed Transportation Finance Advisory Committee to examine current funding gaps and future funding and financing alternatives to implement a globally competitive transportation system.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency. Council staff works with the transit operating agencies and opt-outs on transit capital planning. MnDOT works

in cooperation with the Council on alternative roadway financing such as HOT lanes and congestion pricing.

PRODUCTS	COMPLETION DATES
Internal Financial Statements	Monthly
Analysis of Financing Methods	2nd Quarter
Selection of Projects for Regional Transit Capital Funding	December
Long-Range Transit System Financial Capacity Study	2013

Activity A	**Metropolitan Council Budget 2013**
TOTAL STAFF WEEKS:	288
CONSULTANT:	$0
TOTAL ESTIMATED EXPENDITURES:	$1,353,075
SOURCES OF FUNDS:	
FEDERAL: (CPG)	$1,082,460
LOCAL:	$270,615
TOTAL	$1,353,075

B. TIP DEVELOPMENT AND MANAGEMENT

TASK B-1 TIP DEVELOPMENT AND MANAGEMENT

PURPOSE: Federal law requires preparation and approval of the four-year Transportation Improvement Program (TIP), including projects selected through the regional solicitation process.

APPROACH: In 2013 a 2014-2017 TIP will be prepared. The draft 2014-2017 TIP will be prepared beginning in March to allow for air quality conformity analysis and citizen input prior to adoption in August/September. The TIP also fulfills the FTA requirement for a Program of Projects (POP). The TIP will be recommended for adoption by the Technical Advisory Committee (TAC) to the TAB, adopted by the Transportation Advisory Board (TAB), and approved by the Metropolitan Council. Any TIP amendments received during the year are processed in a similar manner. In 2013, an online accounting of projects will be maintained that will replace what was formerly in the annual implementation report to document progress of projects from initial inclusion in the TIP through project authorization. The TIP itself includes a list of projects authorized in the previous fiscal year, in compliance with federal law.

In 2013, the regional solicitation, for projects to be funded with federal funds will be released and project applications will be evaluated. Projects selected during this funding cycle will be programmed for inclusion in the TIP in 2015 and 2016. Staff will continue to work on the Regional Solicitation Evaluation Study which began in 2012.

The 2013 air quality planning activities related to this task will focus on the regional process for conformity determination of the 2014-2017 TIP. The latest EPA regional air quality model will be used.

RELATIONSHIP TO PREVIOUS WORK: The 2014-2017 TIP preparation will build on the 2013-2016 TIP.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT staff works cooperatively with Council staff and TAB/TAC to develop revenue assumptions. Staff from the Metropolitan Council, Minnesota Department of Transportation, Minnesota Pollution Control Agency, TAC and TAB representatives will be involved in the 2013 TAB Solicitation Process. MnDOT coordinates and monitors TIP data for all federally funded projects, and MnDOT Trunk Highway projects. MnDOT has a significant role in the development of the TIP providing at least one full time position devoted to the coordination and management of data and fiscal analysis of the document. In addition, MnDOT staff plays an active role in the development and presentation of amendment requests at the TAC Funding and Programming Committee. MnDOT also administers STIP amendments, as needed. MPCA will continue to attend committee meetings of TAC and TAB, assist in TIP development reviews, evaluate projects for federal funding, and participate in project selection and air quality conformity analysis.

PRODUCTS	COMPLETION DATES
Prepare Draft 2014-2017 TIP	March
Release Regional Solicitation	2013
Regional Solicitation Evaluation	December
Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis	September
Prepare Implementation Report	Ongoing
Process TIP amendments	As needed

Activity B	**Metropolitan Council Budget 2013**
TOTAL STAFF WEEKS:	53
CONSULTANT:	$50,000
TOTAL ESTIMATED EXPENDITURES:	$200,372
SOURCES OF FUNDS:	
FEDERAL: (CPG)	$160,298
LOCAL:	$40,074
TOTAL	$200,372

C. COMPREHENSIVE AND SURFACE TRANSPORTATION PLANNING

TASK C-1 LONG RANGE TRANSPORTATION PLAN/REGIONAL DEVELOPMENT FRAMEWORK

PURPOSE: To ensure implementation of the Council's long-range transportation policy plan and its overall Regional Development Framework.

APPROACH: In 2013 this activity will include ongoing transportation division participation in efforts to implement the plans and policies of the Transportation Policy Plan and the Regional Development Framework. Several studies need to be completed prior to revising the next TPP.

- Staff will finish work on the "A" Minor Arterial System Study. The "A" Minor Arterial System adopted by the region is a key determinant in allocating federal funds to cities and counties and MnDOT.
- Staff will complete the Performance-Based Planning Study initiated in 2012.
- Transportation planning staff will continue to work with Community Development Department staff on the update of the Regional Development Framework (THRIVE MSP 2030).
- Staff will continue to work with MnDOT and the Center for Transportation Studies at the University of Minnesota on alternative roadway financing such as MnPASS and dynamic shoulder pricing. Consistent policy and design decisions are needed as the region implements more managed lane MnPass projects.
- Council staff will work to define Strategic Capacity Enhancements to define highway projects which would be eligible for the funds set aside in the 2010 TPP for 2015 to 2020 and 2021 to 2030. Council staff will work with MnDOT to establish criteria to identify and prioritize these projects.
- Staff will begin work on the Update of the Transportation Policy Plan to be completed in 2014.
- This task includes participation with the Community Development Department in efforts to begin amendment of the Regional Development Framework and to participate in creation of a Regional Sustainability Plan. Transportation staff is also involved in a three-year initiative begun in 2011 – Corridors of Opportunity – led by the Council's Community Development Department, which involves land use planning for sustainable develop along five regional transitways. In 2012 this effort included studying the feasibility of a "program of projects" approach that would enable the build out of multiple transitways simultaneously.
- Transportation planning staff works with other council staff to ensure transportation policy is considered in ongoing planning and grant activities of other departments, such as parks, natural resources and the Livable Communities grants program.
- Staff will continue to evaluate requests for additional interchanges as submitted, and to review environmental documents and project reports for consistency with Council plans.
- Staff will also review and approve changes to controlled access highways, as required by state law.
- Staff will continue to work with University of Minnesota (U of M) researchers on Center for Transportation Studies (CTS) and Hubert H. Humphrey (HHH) Institute activities in transportation research.
- Begin working on Transit-oriented development policy and guidance activities. A majority of the work will be completed along with the THRIVE MSP 2040 plan.

The Council will provide opportunities to the public for participation in the planning process through the Council website, open houses, public hearings, citizen advisory committees, and other means listed in the citizen participation process in Appendix C.

RELATIONSHIP TO PREVIOUS WORK: The Regional Development Framework was adopted in January 2004 the Transportation Policy Plan was updated December 2010. The long-range transportation plan must be updated every four years to meet federal requirements. Transportation staff reviewed updates to approximately 200 local comprehensive plans, which under state law were required to be completed by the end of 2008. This was a major effort in 2009 and 2010. These reviews ensure consistency of local comprehensive plans with regional land use and transportation plans. Under state law systems statements detailing the contents of this plan update must be submitted to local units of government so they can determine whether their own plans remain consistent with the revised TPP. Transportation staff co-led the "program of projects" study with CTIB staff as part of the Corridors of Opportunity 3-year initiative begun in 2011. The Program of Projects was completed during 2012.

RELATIONSHIP TO OTHER AGENCY WORK: Council staff will work closely with MnDOT to coordinate efforts to implement the TPP and District Highway Investment Plan. MnDOT serves as the lead agency for Intelligent Transportation Systems (ITS) activities in Minnesota, including the Regional ITS architecture; Council staff continues to participate in MnDOT ITS activities. Council staff will contribute efforts to the University of Minnesota Center for Transportation Studies Transitways Impacts Research Program and participate on research on Traffic, Parking, and Travel Behavior Impacts; Land Use Impacts; and Economic and Business Impacts.

PRODUCTS	COMPLETION DATES
Transportation Policy Plan Update	2014
A-Minor Arterial System Study	1st Quarter
Performance-Based Planning Study	3rd Quarter
Managed Lane Implementation and Design Issues Study	2013
Strategic Capacity Enhancements Definition	2013
Local Comprehensive Plan Reviews	As Needed
Participate in Various Team Activities (Including Livable Communities, Referrals and Sector Reps)	As Appropriate
Review of Livable Communities Demonstration Grants	Semi-annually
Corridors of Opportunity participation	Ongoing
Program of Projects Study	Summer 2013
Study on Connecting Job Centers with Transit	December
TOD Policy and Guidance activities	2015

TASK C-2 TRANSPORTATION CORRIDOR STUDIES

PURPOSE: To participate in major corridor studies to ensure implementation of the regional transportation and development policies of the Council.

APPROACH: Metropolitan Council, regional rail authorities, and MnDOT staffs participate on corridor study management teams, advisory committees, and task forces for many trunk highway and transit corridors. The scale of each corridor study will be consistent with the investment priorities identified in the TPP and MnDOT's District Highway Investment Plan. For instance, studies may focus primarily on access management and operational activities; while other corridors will be considered for additional investments, such as managed lanes and strategic capacity. Metropolitan Council is the lead agency for design, engineering of, and applications for funding of light rail transit (LRT) in the Central Corridor and Southwest Transitway. Council planning staff also provides input on transit corridor studies and station area land use planning lead by other agencies, primarily the county regional rail authorities. For each corridor study, the lead agency assumes responsibility for public participation, which typically includes newsletters, meetings, open houses, special outreach to affected businesses and communities and websites. Studies will also consider environmental justice impacts at a corridor level. Staff will provide data to municipalities and agencies upon request to support ongoing planning and environmental

studies. This may include travel forecasts or review of forecasts prepared by others. Specific corridor studies known in July 2012 are included in the product list.

RELATIONSHIP TO PREVIOUS WORK: This is part of the ongoing effort to implement regional plans at the corridor level. Most corridor studies take several years and may progress from feasibility studies to alternative analysis, environmental documentation/preliminary engineering, and land use planning. Council planning staff is typically involved through many early stages until final design and construction of a project, while staff from other agencies may evolve from planning to other departments after preliminary engineering begins. The Arterial Transitways Corridors Study and the Regional Transitway Guidelines were completed in 2012. The TH 10 – Ramsey/Anoka Access Management Study was completed in 2012.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT is usually the lead agency for highway corridors. MnDOT has developed a planning prioritization process to help in the identification and prioritization of Metro District studies. The following studies will continue in 2013: TH 41 – Tier I EIS, the TH 36 the interchange feasibility study at TH 36 and Hadley Avenue, TH 120, and TH 280/I94 Interchange Feasibility Study. MnDOT will also complete a Metro wide study for the prioritization of expressway to freeway conversions. In addition, MnDOT will complete a study of the TH 13 in Savage area. For many transit corridors, the regional rail authorities are the lead agencies for feasibility, AA or NEPA studies although responsibility is usually transferred to the implementing agency when PE commences. Council staff participates in station land use planning activities lead by counties or cities along transit corridors (e.g., a Southwest LRT Community Works project has been formed by Hennepin County; and Council leadership and staff are participating in a Steering Committee and Technical Implementation Committee, in addition to leading a Southwest LRT Management Committee). MnDOT also works on transit studies, especially where the corridor utilizes a MnDOT highway, such as Cedar or I-35W BRT; or commuter rail projects, where MnDOT has responsibilities under state law. MPCA staff will provide input regarding the applicability of SAFETEA-LU and CAAA air quality requirements, and state noise rules during environmental document development by reviewing and commenting on proposed highway and transit construction and/or reconstruction projects. The majority of corridor study costs are typically incurred by the leading agency for both staff and consultant work and are reflected in their own agency budget.

PRODUCTS	COMPLETION DATES
Review Highway Interchange Additions	As Needed
Review EAs and EISs	As Needed
Review Controlled Access Highway Revisions	As requested
Participate in ITS and CTS Activities	Ongoing
I-94 Brockton Interchange EAW	December
SW Transitway – Preliminary Engineering	Ongoing
TH 41 – Tier I EIS	March
Red Rock Corridor Advanced Alternatives Analysis	2013
Cedar Avenue BRT	Ongoing
Bottineau Blvd. Transitway – AA	1st Quarter
Rush Line Advanced Alternatives Analysis	2014
Gateway (I-94 East) Corridor Alternatives Analysis	2013
Gateway (I-94 East) Corridor DEIS	2014
Target Field Station/Minneapolis Intermodal Interchange	Ongoing
I-35W/Lake Street Transitway Access Study	2013
I-35W 4th Street Ramp Study	June
I-35W Managed Lane Study	April
I-35W North Corridor Study	2013
I-35W Transit Access Study	2013
Midtown Alternatives Analysis	2013
Robert Street Alternatives Analysis	December
Nicollet/Central Avenue Corridors AA (Minneapolis study)	2013

Penn Avenue Corridor Study	2013
Emerson/Fremont Corridor Study	2013
West Broadway Corridor Study	2013
Participate On MnDOT's Corridor Investment Management Strategy (CIMS)	December
Highway Transitway Corridor Study	December
TH 36 Hadley/TH 120 Interchange Study	2013
Snelling Avenue Multimodal Transportation Study	December
TH 13 Corridor Planning Study	2013
TH 280/I-94 Interchange Feasibility Study	2013
I-35E Corridor Management Team	Ongoing

TASK C-3: FREIGHT PLANNING

PURPOSE: To continue to develop an integrated regional freight planning program for the Twin Cities Metropolitan Area, to be implemented by MnDOT, Metropolitan Council, and our partners in the public and private sectors.

APPROACH: The Twin Cities Metropolitan Area is the hub of many freight transportation supply chains in the Upper Midwest not only for goods produced and consumed here, but for freight moving through the region to other areas. Freight issues include highway and rail traffic congestion, aging infrastructure, local land use conflicts and community acceptance.

The Metropolitan Council and MnDOT will continue ongoing work activities in 2013 to:

Identify and support integration of freight considerations into land use and transportation planning activities at the Metropolitan Council, including development of the Thrive MSP 2040 initiative, updates to the regional solicitation, and analysis of the A minor arterial system, and other planning efforts underway to integrate freight planning;

Identify and support improvements to freight transportation planning at MnDOT, including the Highway Investment Plan, CIMS, and other planning efforts underway to integrate freight planning;

Provide guidance to local governments in the accommodation of freight in land use and transportation planning;

Draw on the expertise and contributions of members of the Minnesota Freight Advisory Committee. Met Council will continue to participate in MFAC and its the Executive Committee;

Participate, as appropriate, in the Mid-America Freight Coalition;

Coordinate freight data collection, analysis, and education within and between partner organizations.

Continue to develop a Twin Cities Metro Area Regional Freight Strategy to serve as a freight work plan for MnDOT, Metropolitan Council, and our partners and stakeholders in the public and private sectors. The Strategy will also inform updates to ongoing planning and programming activities and processes.

RELATIONSHIP TO PREVIOUS WORK: In 2005 through a joint planning effort, MnDOT adopted a Statewide Freight Plan, including freight policies, strategies, and performance measures. Many of the freight issues and deficiencies were specific to the Metropolitan area. The Freight Plan was incorporated into the 2009 Statewide Transportation Policy Plan.

In 2006 a study was conducted to identify clusters of regional freight facilities/terminals and access roads connecting clusters to the National Highway System. In 2007 as a result of this study, the FHWA list of NHS intermodal connectors was updated to include one additional designated NHS connector route. The Regional Freight Strategy will identify an approach for updating the NHS intermodal connector listing with a regionally-coordinated and modally-inclusive process.

In 2009 MnDOT completed the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan, which includes elements that pertain to the metropolitan rail system.

In 2011 and 2012 the Metropolitan Council worked with MnDOT (Metro District and the Office of Freight and Commercial Vehicle Operations) to develop a Twin Cities Metropolitan Area Regional Freight Study to identify freight-related trends and issues and to develop solutions for the highest-priority freight issues. The summary report of this study, the Strategy, will be used as a guide for coordinated freight planning in the region.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT includes an Office of Freight and Commercial Vehicle operations that specializes in and conducts freight planning statewide. This office informs and works closely with MnDOT metro district planners and Metro Council staff on metro area freight planning activities.

PRODUCTS	COMPLETION DATES
Twin Cities Metro Area Regional Freight Strategy	December

TASK C-4 TRANSIT SYSTEM POLICY PLANNING

PURPOSE: To conduct the mid- and long-range regional transit policy planning and implementation activities. To develop short-range implementation plans to carry out regional transit policy and ensure, through a comprehensive and coordinated review process, that proposed development plans or implementation programs are consistent with the Council's Transportation Policy Plan and other transportation policy documents. To participate in regional transportation projects to ensure that transit alternatives are adequately addressed and considered.

APPROACH: Activities in this category include short-, mid- and long-range transit planning and implementation conducted by the Council's MTS planning staff which is not related to a specific corridor.

- These include coordinating with Metro Transit staff and other transit operators and communities on specific studies, implementing completed studies, and participating in joint agency and community projects including community based transit redesign and restructuring.
- Council staff will continue to participate with MnDOT and transit operators in the multi-agency Team Transit which has been identifying and expediting bus related road improvements to improve the multimodal capability of the region's highways for almost 20 years.
- Technical assistance will also be provided to communities on development and implementation of transit and TDM elements of comprehensive plan amendments, pedestrian and bicycle friendly land use coordination, transit-oriented development and other transit related activities as appropriate.
- The Council's Guide for Transit-Oriented Development (TOD) will be updated in 2015. The Council is interested in examining the potential for transit joint development and will work closely with Metro Transit.
- Metropolitan Council staff maintains a regional park-and-ride database, which keeps track of the capacity, usage, and physical features of each lot.

- During 2013 cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. With the JARC program evolving with MAP-21, efforts will continue to disburse JARC funds granted in previous years.
- Transit market areas defined in TPP need to be updated prior to updating the next TPP.

RELATIONSHIP TO PREVIOUS WORK: This activity implements several activities of past years such as the Transportation Policy Plan, Transit Redesign, TOD Technical Assistance, Public Transit/Human Services Coordination Plan, and other ongoing area-specific projects. In 2010 the 2030 Park-and-Ride Plan was completed. LRT, BRT, and commuter rail feasibility studies are related to this activity but fall under Task C-2, "Corridor Studies." A solicitation and selection of projects for FTA Job Access Reverse Commute (JARC) funds was held in fall 2010.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT, Met Council, Metro Transit, other transit providers, and local governments work jointly on the Team Transit effort. MnDOT has dedicated one staff person to coordinate the Team Transit responsibilities for the agency. Team Transit provides planning and coordination on bus shoulder lanes, park-and-ride lots, and HOV by-pass lanes on the Trunk Highway system, as well as the mitigation of highway construction impacts. Council staff participates in a regional TOD Advisory Group, made up of multiple jurisdictions, agencies, and nonprofits, and assisted by Center for Transit Oriented Development/Reconnecting America. MnDOT will continue to work cooperatively with the Council to provide planning and coordination on bus shoulders, and park-and-ride lots on the Trunk Highway system. The Transportation Advisory Board to the Metropolitan Council is revising its oversight of the federally-funded regional travel demand management program, which includes promotion of transportation alternatives including bicycling and walking. Council staff will work with TDM partners at Metro Transit Rideshare and the Transportation Management Organizations in the region to develop this program.

PRODUCTS	COMPLETION DATES
Regional Service Implementation Plan	1st Quarter
Project Review and Referral Memoranda Related to Transit	As Needed
Technical Assistance to Communities Regarding Transit-Oriented Development	Ongoing
Transit Joint Development Planning Activities	Ongoing
TDM Program Review Process	December
Access to Jobs Implementation	Ongoing
Proposals for Development Of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Trunk Highway System	Ongoing
Maintain Park-and-Ride Database	Ongoing
Transit Market Areas Redefinition	2014

TASK C-5 TRANSPORTATION PLANNING FOR PEOPLE WITH DISABILITIES

PURPOSE: To formulate plans for the coordination of specialized transportation services in compliance with the Americans with Disabilities Act (ADA) throughout the Metropolitan Area. To conduct public policy research, identify policy issues and recommend policy actions for regional specialized transportation services. To ensure public participation of this community in the transit planning process.

APPROACH: Coordinate the specialized transportation services throughout the Region including Metro Mobility, other ADA transit services and community based paratransit services. Participate with review of MnDOT 5310 capital funding requests for paratransit vehicles. Provide staff support to the Transportation Accessibility Advisory Committee (TAAC). Cooperative activities will continue with the counties and other social service providers on transportation assistance to clients. MAP-21 merged the FTA New Freedom funding with the 5310 program. Further work is

needed to determine how these funds will be awarded. Efforts will continue to disburse New Freedom funds granted in previous years.

RELATIONSHIP TO PREVIOUS WORK: These work activities are a continuation of past responsibilities carried out by regional government, including the Public Transit/Human Services Coordination Plan. A solicitation and selection of projects for FTA New Freedom funds was held in fall 2010. The ADA Annual Report, written in previous years, is no longer required.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency.

PRODUCTS	COMPLETION DATES
Coordination of Regional Specialized Transportation Services	Ongoing
Implement New Freedoms Program	Ongoing
Coordinate TAAC Meetings	Monthly

TASK C-6 AIR QUALITY PLANNING

PURPOSE: To implement long-term air quality planning required by federal law including the integration of congestion management, transportation, land use, and air quality planning with the requirements of the 1990 Clean Air Act Amendments (CAAA).

APPROACH: During 2013 the Council, MnDOT and the MPCA will continue the regional and state air quality planning and coordination activity with through the interagency air quality and transportation committees and work groups formed to address the CAA conformity requirements.

- This will include participating in the update of the State Implementation Plan (SIP) through the update and implementation of the Air Quality Conformity Handbook.
- Air conformity analysis will be carried out for the 2014-2017 TIP.
- The roles and responsibilities of the interagency committee and work groups are defined in the interagency consultation procedures developed by the MPCA.
- MPCA and the Council will continue to participate in activities of Clean Air Minnesota (CAM), a non-profit organization that promotes public and private partnerships to reduce emissions from criteria pollutants that are precursors to the formation of ozone in the region.
- The Minnesota Interagency Air Quality and Transportation Planning Committee (MNIAQTPC) will continue to work on completing the State Implementation Plan (SIP) revision for Minnesota. The MPCA will update transportation conformity SIP after a new PM 2.5 standard is finalized and Minnesota's attainment/nonattainment standard is known (2013-2014). The MNIAQTPC will continue to develop procedures for implementing the new EPA approved Limited Maintenance Plan for carbon monoxide. The MNIAQTPC will work with the MPCA in coming up with possible control strategies for PM2.5 and ozone due to potential non-attainment with current PM2.5 standards and potential non-attainment with future ozone standards. The MPCA is the lead agency in these activities.

In 2001 the region first experienced air pollution alert days resulting from high levels of ground-level ozone and fine particulate matter. Efforts are underway from a variety of agencies, environmental interest groups such as CAM, public health organizations and the region's business community to develop effective response strategies to reduce future formation of the emission precursors to ozone and fine particulate matter. In 2010, given new federal standards for ozone and fine particulate matter, it became likely that non-attainment designations for these pollutants would occur in the next four years. A regional component of a proactive strategy to reduce the formation of ozone and fine particulate matter needs to be prepared and coordinated with the regional planning and implementation processes. The strategy must be prepared in partnership with the MPCA, MnDOT, Council and other stakeholders. Modeling work underway

by the MPCA on the regional ozone and fine particulate matter issue will provide direction on appropriate and the most effective control measures to reduce precursor emissions from transportation sources. If non-attainment designation is made, the Council, MnDOT, and MPCA will work on updating the SIP to address the new status. The increases in air toxics in the region as studied by the MPCA also remain a concern. Given the lack of national standards for air toxics, MnDOT proposed a method to the MPCA and U.S. EPA for analysis of air toxics as part of an environmental assessment process. The methodology was accepted by the MPCA and the U.S. EPA, and adopted by MnDOT for inclusion in its procedures for environmental analysis of transportation projects.

RELATIONSHIP TO PREVIOUS WORK: The Council annually prepares a conformity determination of the TIP, and as needed for regionally significant amendments and prepared the most recent conformity determination of its long range TPP in 2012.

RELATIONSHIP TO OTHER AGENCY WORK: The MPCA, Council, and MnDOT will play key roles in the development of a regional response strategy to reduce the anticipated increases in the formation of ozone and PM 2.5. The Council staff will provide assistance in travel demand and air emissions modeling. Council planning staff also works with other council divisions on this effort, such as Metro Transit staff to increase transit and carpool usage, and Environmental Services staff, who monitor air pollution from waste water treatment plants.

PRODUCTS	COMPLETION DATES
SIP Revision for Minnesota	Ongoing
Procedures to Implement SIP Limited Maintenance Plan	Ongoing
PM2.5/Ozone Emissions Reduction Strategies Effort	Ongoing
Environmental Initiatives Clean Air Dialogue Work Group	Ongoing

TASK C-7 BICYCLE AND PEDESTRIAN TRANSPORTATION PLANNING

PURPOSE: To participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units.

APPROACH: The Council's 2030 TPP supports and encourages bicycle and pedestrian planning and staff provides regional coordination and technical assistance.

In 2012, staff expects to do additional work on this task. The primary activity in this task will be the further development of the regional bicycle system inventory using the planning and mapping tool "Cycloplan", which is an extension of the free online resource Cyclopath that was developed at the University of Minnesota. Metropolitan Council staff serves as the manager of this effort and will coordinate its use and outreach as the project is developed. This tool will allow the Regional Bikeways map and dataset to be continuously updated. Metropolitan Council staff is collaborating with MnDOT and other agencies to maintain the regional bikeway map. Updating the regional inventory and map will be the primary focus of activity for Council staff in bicycle and pedestrian planning.

Following completion of the regional inventory, staff will coordinate the regional Bicycle System Master Study. This study will evaluate system connectivity, gaps, and opportunities for improvements in regional connectivity as well as develop a system hierarchy typology. Staff will work with regional stakeholders in the development of this study. The study is expected to utilize significant consultant expertise.

The Council will work with Metro Transit to integrate bikeways into the multimodal trip planner for trip planning purposes following the development of the regional bicycle system inventory. The

Council conducted a study of pedestrian and bicycle access to transit in 2009 that was funded through the Non Motorized Transportation Pilot Program and will seek ways to implement some of the recommendations in the study in 2013. MnDOT Research has funded the development of a "Multimodal Cyclopath" in collaboration with the Bicycle and Pedestrian Section from MnDOT and Grouplens from the University of Minnesota. The Council is a participant on the Technical Advisory Panel to provide feedback and technical assistance.

Council transportation staff works with Council parks staff and others to plan for implementation of recommendations and work items in the 2030 Transportation Policy Plan such as the regional signing plan. Staff completed a bicycle and pedestrian wayfinding best practices document and will look for ways to implement the recommendations within it.

RELATIONSHIP TO PREVIOUS WORK: Metropolitan Council has conducted bicycle planning since the mid 1970s, in both its TPP and its Regional Park Plan, which includes a Regional Trail Plan. The region has allocated federal funds for construction of bicycle and pedestrian facilities, including skyways, since the 1970s.

In 2011 and 2012, the Council contracted with the University of Minnesota to build and refine a planning tool (Cycloplan) that uses the trip-planning and bicycle forum geowiki cylopath.org.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT's Bicycle and Pedestrian staff works cooperatively with the Council at the regional planning level by providing data and technical information, participating on the TAC Funding and Programming Subcommittee and providing technical assistance and technical training for local governments on ADA and other elements of bike and pedestrian design, planning and operations. Minneapolis, St. Paul, and some suburban municipalities have formal bicycle and pedestrian advisory groups which include Council and MnDOT staff. Metropolitan Council staff participates on MnDOT's State Non-Motorized Transportation Advisory Committee. The Council has agreed to help support the updates to this map and provide on-line access to the map for planning purposes. MnDOT staff are on the steering committee for the development of Cycloplan that aims to facilitate the process of updating the regional inventory and map. MnDOT Research has funded implementation of Cyclopath/Cycloplan at a statewide level, and the Council staff will serve on the Technical Advisory Panel for the duration of the project to provide feedback and technical assistance. MnDOT is also funding research on Safe Trail Crossings and Bicycle Counts which Council staff is included in.

MnDOT will be continuing the development of the ADA transition plan addressing services, policies, and programs to meet the needs of persons with disabilities, which includes pedestrian facilities on public right-of-way. In 2010, the Minnesota legislature and governor passed a Complete Streets law. Metropolitan Council staff serve on the advisory committee for policy development surrounding this law, which is being coordinated by the MnDOT Office of State Aid.

In 2005, through a statewide planning effort, MnDOT adopted a Statewide Bicycle Modal plan. The plan identifies significant trends, challenges, and opportunities for bicycle transportation. It provides a statewide framework including recommended bicycle treatments, policies strategies and performance measures to guide investments and project development. MnDOT will work with the Council in carrying out this plan. MnDOT began a Statewide Bicycle Policy Plan in June 2011 which will cover a bicycle data management plan, and update to the state bicycle map, and an in depth policy analysis of bicycling in Minnesota – especially in MnDOT operations. The Council will serve on the Technical Advisory Committee for the duration of this project to ensure coordination on a policy and technical level between agencies. Council staff also works with county level Active Living groups, especially in Hennepin and Ramsey Counties.

PRODUCTS	COMPLETION DATES
Maintain Bike/Pedestrian Facility Map on MetroGIS	Ongoing
Cycloplan	Ongoing
Participate in Non-Motorized Demo	Ongoing
Regional Bicycle System Master Study	2013
I-694 Non-motorized Crossing Study	December

TASK C-8 CONGESTION MANAGEMENT PROCESS

PURPOSE: Federal law requires MPOs with populations of 200,000 or greater to prepare, adopt, and maintain a congestion management process.

APPROACH: Council staff will work with MnDOT, TAC, and TAB on implementing the Council's CMP.

RELATIONSHIP TO PREVIOUS WORK: After passage of ISTEA in 1991, the region prepared a congestion management system which was adopted in 1996. The system includes a toolbox of congestion management strategies. The system has been implemented over the last decade through incorporation into the regional solicitation criteria. MnDOT and Metropolitan Council prepared a Congestion Management Planning Study Phase I in 2007 which was used to help establish the policy basis for the CMP in the revised TPP. Phase II was developed following adoption of the 2009 TPP revision. MnDOT completed CMP III in 2012.

RELATIONSHIP TO OTHER AGENCY WORK: MnDOT was instrumental in the development of the 1997 Congestion Management System and will continue to provide the Council congestion mapping based on ongoing data collection done by the Regional Traffic Management Center, project design, and evaluation data. MnDOT Metro District will cooperatively work with the Council to determine any revisions necessary based on SAFETEA-LU and FHWA Guidance. Also MnDOT will provide funding for this effort. TAC/TAB assistance is anticipated in this task through standing committees (such as TAC Planning) or possibly a special task force.

PRODUCTS	COMPLETION DATES
Monitor Congestion Management Activity (RTMC)	Ongoing
Evaluation of Active Traffic Management (ATM) Applications	Ongoing

Activity C	**Metropolitan Council Budget 2013**
TOTAL STAFF WEEKS:	643
CONSULTANT:	$710,807
TOTAL ESTIMATED EXPENDITURES:	$2,473,978
SOURCES OF FUNDS:	
FEDERAL: (CPG)	$1,979,183
LOCAL: Met Council	$494,796
TOTAL	$2,473,978

D. RESEARCH AND TRAVEL FORECASTING

TASK D-1 TECHNICAL SUPPORT

PURPOSE: To support Council staff in other divisions who provide data and technical products to transportation planning division.

APPROACH: Metropolitan Council transportation planning staff relies on the support of staff in other divisions of the Council, including GIS, Research, and Community Development. Research staff provides land use and socio-economic data and forecasts for use in the regional travel model and other analyses. GIS division maintains the regional geographic database.

RELATIONSHIP TO PREVIOUS WORK: This is an ongoing effort to provide data and technical products to support a variety of transportation activities.

RELATIONSHIP WITH OTHER AGENCY WORK: The Council's research division works with the Census Bureau and State Demographer. The Council's GIS division works with the Metro GIS, regional geographic information systems initiative serving the seven-county Minneapolis-St. Paul (Minnesota) metropolitan area. It provides a regional forum to promote and facilitate widespread sharing of geospatial data. MetroGIS is a voluntary collaboration of local and regional governments, with partners in state and federal government, academic institutions, nonprofit organizations and businesses.

PRODUCTS	COMPLETION DATES
GIS Database	Ongoing
Demographic Forecasts	Ongoing
Land use/Transportation Model	December
Technical Assistance to Land Use Planners	Ongoing
TIP Forecast (for Use in Air Quality Conformity Finding)	April
Satisfy Data Requests	As Needed
Analyze Traffic Impacts of Transportation Projects and Development Proposals	As Needed
Local Transportation Plan Reviews/Technical Assistance	As Needed

TASK D-2 URBAN TRAVEL RESEARCH AND FORECASTING

PURPOSE: To maintain and apply the travel forecast models to support planning for the orderly development and operation of transportation facilities. To maintain socio-economic, travel and traffic count data, and to monitor, revise and update travel forecasts to 2030 and beyond. To provide the projections of traffic demand, air quality emissions and allied data needed to evaluate regional transportation investment alternatives. To continue a program of travel and employment data research such as the Travel Behavior Inventory undertaken every 10 years. This work coordinates travel behavior data with population and economic data and forms the factual basis for forecasting models.

APPROACH: The Metropolitan Council and MnDOT will continue joint efforts in developing and implementing travel forecasts and forecasting tools. During 2010-2012the decennial Travel Behavior Inventory (TBI) surveys were conducted with model development, estimation, calibration, and validation to continue through 2013. TBI data is being gathered and analyzed in cooperation with U of M researchers. The Council will continue to perform and support research on regional travel based on the TBI. The TBI data will be used to update the Regional Travel Demand Model. Enhanced model procedures may include an activity-based model structure, an improved time-of-day model, and improved representation of pricing policies. Development and refinement of the 2010 base highway, transit, freight, and pedestrian/bicycle networks will continue. The Council will continue to perform additional data collection as needed to support

model development and improvement. The Council will continue to investigate model improvements such as dynamic traffic assignment and more detailed bicycle/pedestrian forecasting. The Council will partner with MnDOT and local jurisdictions in acquiring data on speed and congestion for the non-freeway arterial and collector system. The Council will also provide technical assistance and satisfy data requests from other agencies, local units of government and consultants for comprehensive plans, corridor studies, or project planning. MnDOT will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the MnDOT Metro District. It is anticipated that the Council will experience an increase in requests for data and technical assistance as new corridor studies are initiated. The Council will continue to provide technical assistance and review of major highway and transit corridor and project forecasting. Council forecast staff also reviews the reasonableness of forecasts in local plans, EAWs, etc that are transmitted to the Council. The Council will begin planning for a post-2013 data collection and model improvement program to continue to improve the creditability of forecasts and the ability to answer policy questions of increasing complexity. During CY2013 the 2010 Census Transportation Planning Product will become available through the Census Bureau and AASHTO (American Association of State Highway and Transit Officials). This product will give us census and transportation databases for our planning region as well as 20-county area by TAZ, census tract, place, and county. Staff will be reviewing and analyzing this information and will develop a report on its findings. This is a continuation of work that is done each decade alongside the regional TBI.

RELATIONSHIP TO PREVIOUS WORK: Travel demand forecasting is an ongoing activity of the Council and region since 1967.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency. MnDOT and the Council have a Memo of Understanding on forecasting responsibilities. MnDOT will continue to collaborate with the Council regarding any revisions to the regional model and work on the 2010 Travel Behavior Inventory. Also, Metro District and/or its consultants will provide project level, and system level forecasts to support development of Trunk Highway projects, as well as the planning activities of the district. MnDOT will also involve the Council in Metro District's review and approval of travel demand forecasts developed by consultants for Trunk Highway projects.

PRODUCTS	COMPLETION DATES
Distribute New Model Set and Provide Needed Training	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
TBI Model Development	Ongoing
Home Interview Survey Data and Methodology Report	2013
Home Interview Survey – GPS Sample Data and Methodology Report	2013
MSP Airport Survey Data and Methodology Reports	2013
Mall of America Survey Data and Methodology Report	2013
Speed Survey Data and Methodology Reports	2013
Non-freeway Speed Data	2013
MnPASS User and non-User Survey Data and Methodology Reports	2013
External Station Survey Data and Methodology Report	2013
Traffic Data Collection Data and Methodology Report	2013
Final 2010 Model Highway, Transit, Freight, and Pedestrian/Bicycle Network	2013
Auto-Occupancy Study	3rd Quarter
Model Development Reports	2013
Model Validation Reports	2013
CTPP Trends Analysis	4th Quarter

TASK D-3 TRAFFIC MONITORING AND EVALUATION

PURPOSE: The purpose of this program is to provide appropriate traffic data as needed to determine annual average daily traffic (AADT) on trunk highways and state aid highways and indicate travel trends and patterns. Data is also used for analysis of transportation caused air pollution and noise.

APPROACH: MnDOT, working through the Office of Transportation Data Analysis, the State Aid for Local Transportation Division, Traffic Management Center and District Traffic Engineer in the Metro District, has established a cooperative counting program with the counties and municipalities. This cooperative program was undertaken for efficiency, convenience and to prevent duplication of vehicle counts, and is part of the overall statewide traffic monitoring program. Special counts will be taken as the need is identified. This work provides a database for identifying trends, and evaluating system performance.

RELATIONSHIP TO PREVIOUS WORK: Traffic counting is conducted in the seven-county metropolitan area on a 2 year cycle for all Trunk Highways, County Roads, County State Aid Highways (CSAH), and a few Municipal State Aid Streets (MSAS). Most MSAS's are counted on a 4 year cycle. There are about 9000 sites where traffic counts are collected. MnDOT's Metro District personnel conduct the counts on almost all of the 1000 Trunk Highway locations. Metro county field staff collects data on all 2850 County and CSAH locations, and municipal field staff collects data on the remaining 5150 MSAS locations. Traffic volumes representing Annual Average Daily Traffic (AADT) are shown on traffic volume maps available online in pdf format. These maps cover the seven-county metropolitan area and include individual municipal maps showing the volumes on the Trunk Highway, County, and MSAS systems. All of these AADT estimates including Heavy Commercial AADT (HCADT) estimates are available through the interactive basemap or by using the GIS shape file product. More information about the program as well as all of the available data is located on the web:
http://www.dot.state.mn.us/traffic/data/html/volume_program.html

RELATIONSHIP TO OTHER AGENCY WORK: There is no Metropolitan Council time or funding in this activity although it is essential to the 3C process. MnDOT will continue to provide vehicle count data to the region. This work provides a database for identifying trends and evaluating system performance. This data is used by Metropolitan Council to calibrate the regional travel demand forecast model, and by many implementing agencies for STP applications on the criteria for "traffic volumes served."

PRODUCTS	COMPLETION DATES
Seven-county Metro Area Traffic Volume Maps (2011 volumes)	July
Seven-county Metro Area Flow Map (2011 volumes)	September

Activity D	Metropolitan Council Budget 2013
TOTAL STAFF WEEKS:	125
CONSULTANT:	$390,000
TOTAL ESTIMATED EXPENDITURES:	$787,786
SOURCES OF FUNDS:	
FEDERAL: (CPG)	$374,229
LOCAL: (MnDOT SRP)	$320,000
LOCAL: Metropolitan Council	$93,557
TOTAL	$787,786

E. OPERATIONS AND MANAGEMENT

TASK E-1 TRANSPORTATION/TRANSIT SYSTEM PERFORMANCE MEASUREMENT

PURPOSE: To develop, maintain, and disseminate information on the performance of the Twin Cities transportation system to inform policy decisions and funding allocations and to comply with state law.

APPROACH: In 2008 state legislation was updated to require the Council to conduct a comprehensive evaluation (rather than audit) of the transportation system every four years in the year prior to the revision of the Transportation Policy Plan. It also requires that on the intervening two years, the Council conduct an evaluation of the transit system. Since the TPP was updated in 2010, with revision expected in 2014, the next full transportation evaluation will be completed in 2013. Collection of data for this evaluation allows the Council to maintain a wide variety of current data on an on-going basis, which is used for other planning activities as well as presented for informational purposes through a wide variety of venues. In this iteration, the system will develop measures and benchmarks that assess sustainability and livability relating to transportation as well as identifying and benchmarking additional performance measures for use in the Council's and MnDOT's on-going planning and programming activities in preparation for anticipated changes in federal transportation funding reauthorization legislation.

RELATIONSHIP TO PREVIOUS WORK: In 1997, 2001, and 2005 the Council conducted transportation performance audits, and in 1999, 2003, 2007, and 2009 transit evaluations. In 2010 the 2009 transit evaluation was updated to include the most recent transit operating statistics.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency. MnDOT Metro District, Metro Transit and the Suburban Transit Providers provide data upon request by the Council.

TASK E-2 TRANSIT IMPLEMENTATION & EVALUATION/PROGRAM ADMINISTRATION

PURPOSE: To implement the transit service recommendations from the TPP and Sector Studies Redesign, including application of service planning guidelines and performance standards, achieving a regional consensus on equity and service priorities in the allocation of transit resources, and instituting service changes.

APPROACH: Review and develop service and capital plans to assure consistency with the Transportation Policy Plan; selection of capital projects, monitoring of system performance and financial status, and other activities to ensure coordination and review between the activities of the Metropolitan Council and its operating entities. Apply service-planning guidelines to determine service areas and types best suited for various areas of the Region. Apply performance standards to existing services to determine which services are performing well and which are not. The routes that are not performing well should be the focus of restructuring or elimination. Formulate proposed service changes (enhancement, restructure, or reduction) to take to the community for their reaction and input prior to final implementation.

RELATIONSHIP TO PREVIOUS WORK: This element represents a continuation of transit planning and implementation formerly conducted by the Metropolitan Council, Regional Transit Board, and Metropolitan Transit Commission and other providers. This work represents the implementation phase of Sector Study Redesign undertaken by the Metropolitan Council and Metro Transit since 1999 and ongoing through 2009. In 2010 Council staff implemented Transit Link, a restructuring of the metro area dial-a-ride programs.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency.

PRODUCTS	COMPLETION DATES
2012 Regional Route Performance Analysis	June
Monitor provider performance and financial status	Ongoing
Transit Implementation assistance and activities	Ongoing
Transportation System Evaluation	2013

Activity E	**Metropolitan Council Budget 2013**
TOTAL STAFF WEEKS:	81
CONSULTANT:	$0
TOTAL ESTIMATED EXPENDITURES:	$287,387
SOURCES OF FUNDS:	
FEDERAL: (CPG)	$229,909
LOCAL:	$57,477
TOTAL	$287,387

F. AVIATION TRANSPORTATION PLANNING

TASK F-1 AVIATION TRANSPORTATION PLANNING

PURPOSE: To maintain the long-term viability of the regional aviation system by ensuring compatible land use planning, development, system efficiency, and project effectiveness. To develop and implement long-range regional aviation policy' monitor and periodically review and update the TPP (which now includes the APP). To also ensure aviation plan consistency with current and anticipated technical, economic and political conditions. Provide for review and coordination of aviation planning activities among agencies and municipalities.

APPROACH: This activity will continue maintenance of an aviation system planning program including an aviation database, identification of needs, and evaluation of system performance. Coordination activities continue with MnDOT Aeronautics, Metropolitan Airports Commission (MAC), other airport sponsors, communities, and users on the various metro aviation activities. Major work to be conducted in 2013 will be transition of senior program staff and implementation of recommendations included in the 2010 TPP Update. Council staff will review proposed airport actions in relation to the Metropolitan Development Guide, inform the public of proposed actions, and coordinate review processes through the Council and TAB/TAC committee structure. Activities include reviews/approvals of individual airport long-term comprehensive plans (LTCPs) and LTCP amendments, airport project environmental evaluations, airport annual capital improvement programs, and land use (noise, safety, and infrastructure) compatibility planning. Work includes project coordination with affected agencies, local governmental agencies and airport users: this task also includes ongoing reviews of the aviation elements of local comprehensive plans and comprehensive plan amendments. Continued coordination will occur on review of projects to implement the MSP 2030 Long-Term Comprehensive Plan, completion of the 2007 MSP aircraft noise mitigation efforts, 2012 update and implementation of the State Airport System Plan, special studies, and reliever airport plans. Additional coordination is anticipated concerning evaluation of MSP ground access and users as a special traffic generator in the area-wide Travel Behavior Inventory (TBI).

RELATIONSHIP TO PREVIOUS WORK: This work is a continuance of legislatively directed responsibility for the Council to develop and update a regional transportation systems plan which includes aviation. The TPP was updated in 2010 with the major work effort to incorporate new information from the 2030 System Plan Technical Update, updates of all seven reliever airport LTCPs, and the ten-year updates of all metro communities and county comprehensive plans.

RELATIONSHIP TO OTHER AGENCY WORK: The Council is the lead agency on metro airport system planning and works closely with Metropolitan Airports Commission, who owns and operates most of the region's public airports and MnDOT Office of Aeronautics for statewide air system planning and airport project funding. Other cities and agencies participate in planning activities through the Council's TAC/TAB process.

PRODUCTS	COMPLETION DATES
Coordination Activities (including implementation of joint airport ordinances)	Ongoing
Potential System Plan FAA Grant Application	As needed/2015
Review MAC's Capital Improvement Program	January
Review of Local Plan Amendments and EAs	As needed
Plan Updates/Amendments for general aviation	Ongoing
LTCP for 3 Reliever Airports (Crystal, Airlake, Lake Elmo)	2014

Activity F	**Metropolitan Council Budget 2013**
TOTAL STAFF WEEKS:	58
CONSULTANT:	$0
TOTAL ESTIMATED EXPENDITURES:	$172,897
SOURCES OF FUNDS:	
FEDERAL:	$0
LOCAL:	$63,316
LOCAL: MAC	$109,581
TOTAL	$172,897

III. APPENDICES

A. 2013 Unified Planning Work Program Budget

Metropolitan Council - Metropolitan Transportation Services

		Staff Weeks 2013	Salary Cost	Consult-ant Cost	Overhead & Expenses	Total Cost	UPWP Federal	Local Met C	Local MAC	Mn/DOT SRP	Total
A	Planning Program Support & Admin	288	$634,397		$718,678	$1,353,075	$1,082,460	$270,615			$1,353,075
B	TIP Development & Management	53	$89,774	$50,000	$60,599	$200,372	$160,298	$40,074			$200,372
C	Comprehensive & Land Transp Pl	643	$1,098,711	$710,807	$664,460	$2,473,978	$1,979,183	$494,796			$2,473,978
D	Research & Travel Forecasting	125	$237,482	$390,000	$160,304	$787,786	$374,229	$93,557		$320,000	$787,786
E	Operations and Management	81	$171,572		$115,814	$287,387	$229,909	$57,477			$287,387
	Federally Funded	1,190	$2,231,936	$1,150,807	$1,719,855	$5,102,598	$3,826,078	$956,520	$0	$320,000	$5,102,598
F	Aviation Transportation Planning	58	$103,221		$69,676	$172,897		$63,316	$109,581		$172,897
	Locally Funded	58	$103,221	$0	$69,676	$172,897	$0	$63,316	$109,581	$0	$172,897
	Total	1,248	$2,335,157	$1,150,807	$1,789,531	$5,275,495	$3,826,078	$1,019,836	$109,581	$320,000	$5,275,495

B. 2013 PRODUCT LISTING

ACTIVITY A – Planning Program Support and Administration	COMPLETION DATES
Committee Agendas, Minutes, Reports	Ongoing
TAC and TAB Progress Reports	Monthly
Submittal of Functional Classification Changes	Ongoing
Close-out 2012 Consolidated Planning Grant	April
Annual Update of Title VI and DBE Goals	July
2014 Unified Planning Work Program	October
UPWP Progress Reports to MnDOT	Quarterly
Revise Policies/Procedures	Ongoing
Internal Financial Statements	Monthly
Analysis of Financing Methods	2nd Quarter
Selection of Projects for Regional Transit Capital Funding	December
Long-Range Transit System Financial Capacity Study	2013
ACTIVITY B – TIP Development and Management	
Prepare Draft 2014-2017 TIP	March
Release Regional Solicitation	May/June
Regional Solicitation Evaluation Study	December
Adopt TIP Incl. Certification of 3-C Process, Major Projects Completed/Obligated in Previous Year, and an Air Quality Conformity Analysis	September
Prepare Implementation Report	Ongoing
Process TIP amendments	As needed
ACTIVITY C – Comprehensive and Land Use Transportation Planning	
Transportation Policy Plan Update	2014
A-Minor Arterial System Study	1st Quarter
Managed Lane Implementation and Design Issues Study	2013
Strategic Capacity Enhancements Definition	2013
Local Comprehensive Plan Reviews	As Needed
Participate in Various Team Activities (Including Livable Communities, Referrals and Sector Reps)	As Appropriate
Review of Livable Communities Demonstration Grants	Semi-annually
Corridors of Opportunity participation	Ongoing
Program of Projects Study	Summer 2013
Study on Connecting Job Centers with Transit	December
TOD Policy and Guidance activities	2015
Review Highway Interchange Additions	As Needed
Review EAs and EISs	As Needed
Review Controlled Access Highway Revisions	As requested
Participate in ITS and CTS Activities	Ongoing
I-94 Brockton Interchange EAW	December
SW Transitway – Preliminary Engineering	Ongoing
TH 41 – Tier I EIS	March
Red Rock Corridor Advanced Alternatives Analysis	2013
Cedar Avenue BRT	Ongoing
Bottineau Blvd. Transitway – AA	1st Quarter
Rush Line Advanced Alternatives Analysis	2014
Gateway (I-94 East) Corridor Alternatives Analysis	2013

Gateway (I-94 East) Corridor DEIS	2014
Target Field Station/Minneapolis Intermodal Interchange	Ongoing
I-35W/Lake Street Transitway Access Study	2013
I-35W 4th Street Ramp Study	June
I-35W Managed Lane Study	April
I-35W North Corridor Study	2013
I-35W Transit Access Study	2013
Midtown Alternatives Analysis	2013
Robert Street Alternatives Analysis	December
Nicollet/Central Avenue corridors AA (Minneapolis study)	2013
Penn Avenue Corridor Study	2013
Emerson/Fremont Corridor Study	2013
West Broadway Corridor Study	2013
Participate On MnDOT's Corridor Investment Management Strategy (CIMS)	December
Highway Transitway Corridor Study	December
TH 36 Hadley/TH 120 Interchange Study	2013
Snelling Avenue Multimodal Transportation Study	December
TH 13 Corridor Planning Study	2013
TH 280/I-94 Interchange Feasibility Study	2013
I-35E Corridor Management Team	Ongoing
Twin Cities Metro Area Regional Freight Strategy	December
Regional Service Implementation Plan	1st Quarter
Project Review and Referral Memoranda Related to Transit	As Needed
Technical Assistance to Communities Regarding Transit-Oriented Development	Ongoing
Transit Joint Development Planning Activities	Ongoing
TDM Program Review Process	December
Access to Jobs Implementation	Ongoing
Proposals for Development Of Bus Shoulder Lanes and Other Transit-Supportive Measures in Conjunction with the Trunk Highway System	Ongoing
Maintain Park-and-Ride Database	Ongoing
Transit Market Areas Redefinition	2014
Coordination of Regional Specialized Transportation Services	Ongoing
Implement New Freedoms Program	Ongoing
Coordinate TAAC Meetings	Monthly
SIP Revision for Minnesota	Ongoing
Procedures to Implement SIP Limited Maintenance Plan	Ongoing
PM2.5/Ozone Emissions Reduction Strategies Effort	Ongoing
Environmental Intiatives Clean Air Dialogue Work Group	February
Maintain Bike/Pedestrian Facility Map on MetroGIS	Ongoing
Cycloplan	Ongoing
Participate in Non-Motorized Demo	Ongoing
Regional Bicycle System Master Study	2013
I-694 Non-motorized Crossing Study	December
Monitor Congestion Management Activity (RTMC)	Ongoing
Evaluation of Active Traffic Management (ATM) Applications	Ongoing

ACTIVITY D – Research and Travel Demand Forecasting

GIS Database	Ongoing
Demographic Forecasts	Ongoing
Land use/Transportation Model	December
Technical Assistance to Land Use Planners	Ongoing
TIP Forecast (for Use in Air Quality Conformity Finding)	April
Satisfy Data Requests	As Needed

Analyze Traffic Impacts of Transportation Projects and Development Proposals	As Needed
Local Transportation Plan Reviews/Technical Assistance	As Needed
Distribute New Model Set and Provide Needed Training	As Needed
Provide Traffic Forecasts in Support of Council and MnDOT Studies	As Needed
TBI Model Development	Ongoing
Home Interview Survey Data and Methodology Report	2013
Home Interview Survey – GPS Sample Data and Methodology Report	2013
MSP Airport Survey Data and Methodology Reports	2013
Mall of America Survey Data and Methodology Report	2013
Speed Survey Data and Methodology Reports	2013
Non-freeway Speed Data	2013
MnPASS User and non-User Survey Data and Methodology Reports	2013
External Station Survey Data and Methodology Report	2013
Traffic Data Collection Data and Methodology Report	2013
Final 2010 Model Highway, Transit, Freight, and Pedestrian/Bicycle Network	2013
Auto-Occupancy Study	3rd Quarter
Model Development Reports	2013
Model Validation Reports	2013
Report on the 2010 CTPP	4th Quarter
Seven-county Metro Area Traffic Volume Maps (2011 volumes)	July
Seven-county Metro Area Flow Map (2011 volumes)	September

ACTIVITY E – Operations and Management

2012 Regional Route Performance Analysis	June
Monitor provider performance and financial status	Ongoing
Transit Implementation assistance and activities	Ongoing
Transportation System Evaluation	2013

ACTIVITY F – Aviation Transportation Planning

Coordination Activities (including implementation of joint airport ordinances)	Ongoing
Potential System Plan FAA Grant Application	As needed/2015
Review MAC's Capital Improvement Program	January
Review of Local Plan Amendments and EAs	As needed
Plan Updates/Amendments for general aviation	Ongoing
LTCP for 3 Reliever Airports (Crystal, Airlake, Lake Elmo)	2014

C. Roles and Responsibilities of the Participants

OVERVIEW OF THE ON-GOING 3-C PLANNING PROCESS BY THE MPO

As the Metropolitan Planning Organization for the Twin Cities area, the Council is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the Metropolitan Council; the Minnesota Department of Transportation (MnDOT); the Minnesota Pollution Control Agency (MPCA); the Metropolitan Airports Commission (MAC); transit operators; counties and municipalities; local officials; private citizens; and U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 2 in the Transportation Planning and Programming Guide, adopted June 2012, (*http://www.metrocouncil.org/planning/transportation/TransportationPlanningGuide.pdf*) for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

Detailed information about the roles and responsibilities of agencies and local units of government in the transportation planning process are included in the Guide. The Guide also includes information on adopted planning documents and web links for the documents.

D. FEDERAL FACTORS CONSIDERED BY PROGRAM ELEMENT

On August 10, 2005, Congress signed in law PL 109-50, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, which is referred to as SAFETEA-LU. This law required, under Section 6001 (h), that plans and programs address the eight elements listed below. These same elements were retained in MAP-21, Section 1201 – 134 (h)(1).

1) In general. – The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will –

   A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
   B. Increase the safety of the transportation system for motorized and nonmotorized users;
   C. Increase the security of the transportation system for motorized and nonmotorized users;
   D. Increase the accessibility and mobility of people and for freight;
   E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
   F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
   G. Promote efficient system management and operation; and
   H. Emphasize the preservation of the existing transportation system.

The factors that apply to each element of the Unified Planning Work Program are listed below.

FEDERAL FACTORS	A	B	C	D	E	F	G	H
Transportation Planning Process			X			X		
TIP Development and Management	X	X	X	X	X	X	X	X
Comprehensive and Surface Transportation Planning	X	X	X	X	X	X	X	X
Research and Travel Forecasting	X	X	X	X	X	X	X	X
Operations and Management	X	X	X	X	X	X	X	X
Aviation Transportation Planning	X	X	X	X	X	X	X	X

E. 2030 Transportation Policy Plan – Chapter 12: Work Program

The Metropolitan Council will carry out or participate in many studies and plans over the next two to three years. These studies will be used to gather additional information and perform further analysis to inform the development of future revisions to the *2030 Transportation Policy Plan*. The next scheduled update of the *Transportation Policy Plan*, as required by state and federal law, is due in 2014.

Two categories of work program items are listed below. The first category lists and describes studies to be completed by the Metropolitan Council, working with stakeholders in the region. The second category lists important studies of interest to the Council, but these studies will likely be completed by other agencies. The Council will seek active participation on these studies.

Studies Led by the Metropolitan Council

Working with stakeholders, the Metropolitan Council will lead studies that will inform plan amendments and updates, and other important regional transportation planning work. These include:

Travel Behavior Inventory (TBI)

The last TBI was conducted in 2001. A comprehensive TBI is usually done every 10 years in conjunction with the Census; therefore a complete TBI will be done in 2010 and 2011. The data collected includes information on regional travel patterns, and data on individuals' travel behavior collected through interviews and surveys. The data will be used to recalibrate the region's travel forecast model and also analyzed to provide a better understanding of travel patterns.

Transit Service Improvement Plan

Every two years, regional transit providers will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. A regional committee will review and prioritize proposed transit expansion projects on the basis of efficiency and effectiveness in meeting regional transit goals. The committee will recommend a Regional Service Improvement Plan for approval by the Metropolitan Council.

Transit Service Performance Evaluation

All providers will review their transit service annually based on regional transit performance standards to ensure operational efficiency. Providers will annually submit their performance data to the Council for inclusion in a regional service performance analysis.

Arterial Transitways Study

A study of potential transitways identified for Arterial Bus Rapid Transit in this plan will evaluate potential improvements, costs, and benefits of BRT on arterial street corridors as identified in this document's Transit Chapter. The study will also consider strategies to integrate local bus service with BRT investments, develop a branding strategy for Arterial BRT, and prioritize system improvements and implementation.

Transit System Financial Analysis

This plan identifies preservation of existing transit service as a top priority for the region. It also sets a goal of doubling transit ridership by 2030 which will require expansion of both the bus system and implementation of a system of Transitways. The transit system has experienced substantial change and volatility in the type and level of revenues available for transit purposes over the past decade. The Council will conduct a long-term (20-year) analysis of the revenues and expenses required to both maintain and expand the regional transit system. The analysis will evaluate a number of alternative

financial scenarios, identify issues and make financial recommendations regarding the accomplishment of these two goals.

Commuter Rail Evaluation

This plan recommends a re-evaluation of commuter rail corridors when Northstar Commuter Rail is operational and travel patterns resulting from commuter rail implementation are more fully understood and incorporated into the regional travel demand forecasting model. Gathering this data and incorporating relevant factors in the regional forecast model must be completed prior to a system wide evaluation of potential additional commuter rail lines. Completion of the update of the regional travel demand forecast model based on travel pattern data gathered by the Travel Behavior Inventory and the 2010 Census is scheduled for mid-2013.

Bicycle Route Information and Signing Plan

The Council is updating the regional bikeways map with information from local comprehensive plans, which should provide the most current inventory of what local governments are planning and what exists today. The Council will be the lead agency in the regional mapping partnership to improve the dataset. In addition, the Metropolitan Council will work with local trail implementing agencies, Mn/DOT, the DNR, counties and cities to develop and implement a signage plan, including guidelines for sign content and placement to help bicyclists navigate the network within and between jurisdictions and to transit connections.

Regional Bicycle System Inventory and Regional Bicycle System Master Study

This project includes an inventory of existing and currently planned bicycle facilities in the seven county Twin Cities metropolitan area, followed by a Regional Bicycle System Master Study that will include an analysis of existing conditions, connectivity and levels of use of the bikeway system with a special emphasis on connectivity to regional transitways and major travel generators.

Coordinated Action Plan for Public Transit and Human Services Update

In 2010 and 2011, the Council is updating the Plan to establish goals, strategies and criteria for delivering efficient, coordinated services to elderly, underemployed or otherwise financially disadvantaged persons and persons with disabilities. The Council will work with regional transportation agencies, human service agencies, and Mn/DOT to update the information in the existing plan, adopted in 2007. This Plan will be used to direct future funding solicitations for FTA Job Access and Reverse Commute (JARC) and New Freedom program funding in 2012 and 2014.

Evaluation of Active Traffic Management (ATM) Applications

The region has and will be implementing many ATM strategies in the I-35W South (UPA) and I-94 (between the two downtowns) corridors. While there is European data on the effectiveness of ATM strategies, there is little documentation on the North American experience and effectiveness. Comprehensive before and after studies should be carried out in these corridors to assess the costs and benefit of ATM applications both with and without a managed lane component. This evaluation will also provide input to the on-going regional Congestion Management Process.

Use of Additional Federal Transportation Funds

Congress typically passes a transportation authorization bill every six years. The most recent bill expired in 2009 so a new transportation bill is expected at some future point. Since 1991, every new federal transportation authorization bill has increased the level of funds available for the regional solicitation. Some comments received during the MHSIS outreach suggested that additional federal funds received by the region should be used to support larger highway projects than are possible given

the current $7 M regional solicitation cap. The Council proposes to work with the TAC and TAB to evaluate a modified or parallel solicitation for larger highway projects, while still attempting to provide the highest system-wide benefit at the lowest cost. This analysis will begin once a new Transportation Act is passed, reflecting the specific requirements of the bill.

Evaluation of Regional Solicitation Criteria

This Policy Plan sets a new direction and vision for the expenditure of funds on the Metropolitan Highway System emphasizing ATM applications, lower-cost / high-benefit projects and the implementation of managed lanes system-wide. It emphasizes that investments on the non-freeway trunk highway system sought by local entities should also be consistent with the policy direction of this plan. However, the Regional Solicitation for highway projects to date has to a large degree emphasized funding for expansion. This policy direction should be revisited to ensure that, in accordance with this plan and federal policy, adequate preservation investments are being made on the federally eligible highway system. The Transit chapter also emphasizes system preservation as the top priority, with additional revenue (when available) used to expand the bus system and grow the system of bus and rail transitways. The Council and TAB/TAC should work to evaluate the regional solicitation criteria for all funding categories and determine whether the existing criteria and evaluation process adequately emphasizes the policies articulated in this plan and if needed, recommend modifications to the criteria and process. The recommendations will most likely be incorporated into the solicitation beginning in 2012 for funds awarded in 2017 and 2018.

Managed Lane Implementation Policy and Design Issues

The managed/priced lane system development will reach a new level of implementation with the adoption of this plan. In the past, a number of policy issues have been addressed on a project-by-project basis as the I-394 and I-35W MnPASS lanes were implemented. For example, the distribution of MnPASS revenue and daily operational parameters differs between the existing projects. Another policy issue that must be addressed relates to the treatment of two-person high-occupancy vehicles. Currently these vehicles travel in the MnPASS lanes without paying a fee. As the MnPASS lanes become more congested in the future, this policy should be reevaluated to determine the appropriate treatment of these vehicles. In addition, there are managed lane design issues that directly impact transit operations and the efficiency of managed lanes for transit. As managed lane projects move toward implementation, the Council/Metro Transit and Mn/DOT must work together to assure that the lane designs provide the best advantage for transit operations. The issues enumerated above should be addressed by a joint work group and study by the Council and Mn/DOT.

Evaluation of RALF to Help Implement the New Transportation Policy Plan

The RALF program has existed in relatively the same form since it was established in 1982. TPP Policy 7b.supports the use of RALF funds for projects that are consistent with the policy direction of this plan. There is a need to evaluate the RALF program policies and procedures and make any necessary changes to help implement the new policy direction. The Council, working with Mn/DOT and the TAC/TAB, will review the RALF program and make recommendations for needed changes

Metro District Freight Study

Mn/DOT and the Council are working with USDOT's Volpe National Transportation Systems Center on a metropolitan freight study. This will strengthen the ability of Mn/DOT and Metro Council to address the highest priority freight issues in the state's major metropolitan region, by bringing freight planning more fully into on-going statewide and metropolitan planning processes and by promoting institutional arrangements that match the complexity of and funding requirements for an efficient regional freight system.

Evaluation of Methods and Technology Applications for Monitoring System Aircraft Activity

The Council is committed to improving aviation system data and forecasts. Not all airports have air traffic control towers to document aircraft operational activity, nor are all air traffic control towers open 24 hours per day. Activity is usually estimated using number of operations per based aircraft, but this methodology should be re-examined to take advantage of newer technology, such as a video imaging or a multi-lateration system. The Council proposes to work through the TAC Aviation Technical Task Force to prepare an evaluation and assess steps for improving data and forecasts before the next system plan update.

Studies to be Conducted by Other Agencies, with Council Participation

Mode and Alignment Studies - as recommended in Transit Chapter

Interregional Corridor System Review – Mn/DOT lead

The Interregional Corridor System is a priority network of trunk highways designed to provide safe and timely travel connections between the major trade centers and regions of the state. As such, it supports the continued economic vitality/competitiveness of the state in the changing global economy, serves both people and freight, and connects to or accommodates other modes of transportation. The system was established over ten years ago and was designed to help guide priority highway investments and management efforts. Mn/DOT is currently reviewing the system to determine whether modifications to the network itself or the measures and targets used to evaluate its performance should be considered in light of current trends and conditions in transportation and the future outlook for Minnesota's economy and livability. This work will be completed in approximately a year. Any proposed changes to the system will be formally considered in the next update of Mn/DOT's 20 Year Highway Investment Plan.

Reassess Trunk Highway Non-Freeway Principal and "A" Minor Arterial Plans – Mn/DOT lead

Mn/DOT, working with the Council and TAC/TAB will develop a process to reassess the policy guidance and plans for improvement to these trunk highways. This work will begin once Mn/DOT Central Office has completed the IRC Study (noted above). The intent is to develop lower-cost approaches to manage and improve these trunk highways consistent with Council and Mn/DOT plans.

MSP Long-term Comprehensive Plan Environmental Assessment – Traffic Analysis

The Council indicated in its review of the MSP 2030 LTCP that "The MAC shall continue to work with all appropriate agencies to implement the I-494/34th Ave, and TH5/Glumack Drive – TH5/Post Rd. interchange modifications included in the 2030 Concept Plan, including preliminary environmental scoping and analysis, since these proposed modifications are not included in the region's fiscally-constrained 2030 highway plan." MAC, MnDOT and city of Bloomington have recently agreed to share the cost of further work on traffic forecasting and concept development for these interchanges. The LTCP environmental work is estimated to take up to two years to complete.

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